

DEMOCRATS JOIN IN APPROVAL OF HITCHCOCK PLAN

Senator Martin, of Virginia, Sees Advantages of Government Owned Telegraph.

MR. STONE THINKS ISSUE PREMATURE

Is Opposed to National Railroads, but Says Wire Systems Are Different Problem.

INSURGENTS ARE DIVIDED

Representatives of Four States Favor Project, but Iowa Leaders Are Opposed to It.

WASHINGTON, D. C., Friday. Additional evidence that party lines have been obliterated in the line-up on the proposal of Postmaster General Hitchcock that the government take over and operate the country's telegraph systems was furnished to-day. Senator Martin, of Virginia, the floor leader of the Senate Democrats, said the plan was not without merit.

"I am not opposed to the policy of government ownership, and can see advantages to be gained by the merging of the telegraph lines with the postal service," he said, "but the element of cost would be a considerable factor. However, there is no widespread demand for such a departure on behalf of our government, and I do not look for the matter to become a live issue in the near future."

Senator Newlands' Views. Senator Newlands was convinced that if government ownership of the telegraph and telephone resulted in the deterioration of the present efficient service to the level of the wire service in France, it would be a bad beginning. He said he was not impressed with the value of government ownership of railroads in France, and though the situation in Germany and Switzerland was better the service in neither country was as good as in the United States.

"I have no prejudice against government ownership of any public utility," he continued, "and would not hesitate to take up the question of telegraph ownership if it were a matter of public convenience could be secured or the service to the public improved. But while my mind is open to proof I am not by any means convinced that it is wise to take over the telegraph systems at present. If the telegraph lines are acquired we should also own the telephone systems, for they are very intimately connected."

Premature, Says Mr. Stone. Senator Stone, of Missouri, said that while he had opposed government ownership of railroads and had not looked with favor upon government ownership of the telegraph systems, he thought better reasons could be advanced for acquiring the telegraph lines than the railroads.

There are evidence to-day that republicans are split on the question of government ownership of telegraphs. Insurgents from Minnesota, Wisconsin, Kansas and Nebraska are for the most part heartily in favor of the plan. The Iowa insurgents, who have been leaders in the faction of the party, are either on the fence or dead against Mr. Hitchcock's recommendation. Representative Gilbert N. Haugen, of Iowa, who always has voted with the insurgents in the House, said to-day: "No, sir, I am against government ownership on principle. Therefore I am opposed to the purchase and operation of the telegraph lines by the government."

MR. FOSDICK FAVORS PLAN

Mr. R. B. Fosdick, Commissioner of Accounts, said yesterday concerning the proposal for government owned telegraphs:

"I believe that the people of the country are heartily in favor of Mr. Hitchcock's proposal. It is in accord with modern tendencies. Our children will look back upon this generation, with its privately owned telegraph and telephone lines, with as much wonderment as we look back upon the days before the postal service was controlled by the government."

\$100,000,000 POWER PROJECT

Syndicate Is Formed to Divert the St. Lawrence River Above Montreal.

MONTREAL, Que., Friday.—Sir Max Aitken, who was recently elected to the British Parliament, is at the head of a syndicate formed for the purpose of damming the St. Lawrence River near Montreal and developing one million horse power. Mr. Bonar, a new unionist leader in England, is also connected with the scheme.

The syndicate has formed the Eastern Canada Power Company, with a capitalization of \$100,000,000. The proposal is to divert the whole of the St. Lawrence at the Coteau and Cedar Rapids just above Montreal and to take the waterway nearly half a mile from the present course. The length of the proposed embankment will be between twenty-five and thirty miles, and will involve the building of nearly five million feet of earthwork.

CANADA NOTES.

OTTAWA, Ont., Friday.—Establishment of a bounty on pig iron as an additional measure of protection for the iron and steel industry of Canada is foreshadowed. Lobbyists for the steel companies have been diligently at work for some time. It is now intimated that a bounty of ninety cents a ton will be allowed on pig iron pending an inquiry by a commission.

The Canadian bank statement for December, issued to-night, shows that call loans outside Canada total \$22,106,696, mostly in the United States. This is twenty millions more than the aggregate of such loans in Canada. The total note circulation is \$102,037,305.

Mrs. Evelyn Donaldson Calls New York Men Hard Hearted

"Million Dollar Bride," Angered by Threat of Arrest Over Taxicab Bill, Will Live Abroad, Where There Are No Supplementary Proceedings.

Branding New York's male population as a hard hearted lot, Mrs. Evelyn Hunter Donaldson, a Southern woman who gained fame as the "million dollar bride" when she inherited an estate valued at more than \$1,000,000 on her twenty-first birthday, delivered her valedictory yesterday preparatory to her departure next Wednesday for Europe on board the Olympic, of the White Star line. She will make her home in Paris.

Mrs. Donaldson is leaving New York forever because of her recent arrest on an order in supplementary proceedings growing out of a suit by the Tax-a-Cab Transit Company, which obtained a judgment for \$612.89. When arraigned in the City Court on an order to show cause why she should not be adjudged in contempt of court, Mrs. Donaldson explained she was ignorant of court proceedings. She was released after she had paid \$50 cash and promised to pay \$50 a month until the judgment was satisfied.

"I have satisfied the judgment," said Mrs. Donaldson at the Hotel Northern last night, "and I shall say goodbye to New York forever. In Europe they would not think of subjecting a woman to such humiliation. I shall make my home in Paris. New York and the men here are hard hearted and cruel."

Since obtaining a divorce in Reno, in 1910, from Keith Donaldson, a broker, Mrs. Donaldson, who before her marriage on April 25, 1906, was Miss Evelyn Willis Hunter, of Memphis, Tenn., has been kept busy denying reports of her engagement. She has been reported engaged to five men, but she insists that there was no foundation for any of the rumors.

"I'll never wed again," she declares. "It is hard for a woman to love more than one time, and I fear I'll not find my ideal for a husband."

From her uncle, Charles R. Payne, of San Antonio, Texas, Mrs. Donaldson, on June 18, 1906, her twenty-first birthday, inherited an estate valued at more than \$1,000,000. She is the daughter of Edward W. Hunter, a wealthy cotton merchant of Memphis and Chicago. While in Reno she was a neighbor of Mrs. Henry Spies Kip, Mrs. C. E. Bowers and Mrs. Smith.

Clash Between House Buildings Committee and Leaders Foreshadowed by Report.

WASHINGTON, D. C., Friday. Careless of consequences, the Committee on Public Buildings and Grounds to-day paved the way for a fight that will soon have to be waged in a democratic caucus of the House between those who want to make a real record for economy and those who want to capture a few votes in their districts. Only one man of the seventeen on the committee voted "no" when the question of favorably reporting a \$18,000,000 public buildings bill was decided. This one man was Representative Henry A. Barnhart, of Indiana, a democrat.

Representative Oscar W. Underwood, majority leader; Speaker Champ Clark and Representative John J. Fitzgerald, chairman of the Appropriations Committee, are opposed to such a measure. All are expected to fight it in caucus. On the other hand, nearly every member of the House has introduced and is working for a bill to erect a building in his district. The total appropriations called for in these bills now pending before the Public Buildings and Grounds Committee is more than \$60,000,000.

The committee in reaching its decision to-day frankly recognized the political character of the measure it expects to report, not to mention its resemblance to a "pork barrel." It decided that no member of the House should have more than one building, the inference being that every member—certainly every democrat—should have one.

Woman Visitor Slain as Burglar.

PHILADELPHIA, Pa., Friday.—Mistaken for a burglar, Elizabeth Simms, a negro, was killed by William Newman at the latter's home to-day. She had been invited to stay in the Newman home after a party, but Newman, awakened when she returned, believed burglars were at work and fired both barrels of a shot gun at the form in the hall.

\$28.70 TOO GOOD TO FRAME, MR. CARNEGIE SEEKS CASH

"Iron Master's" Intention to Keep Uncle Sam's Steel Inquiry Fee as "Heirloom" Vanishes After He Once Reels Voucher and Excitement Subsides.

WILKESBARRE, whose loose handling of funds on a recent trip to New York caused him to be termed "the Millionaire for a Day,"

But the excitement was not justified, and if any sympathy had been aroused for Mr. Carnegie it was entirely wasted. Between the time that Mr. Carnegie made his cash declaration concerning the looking up of real money in a frame and his arrival in New York, wire counsels prevailed, and when he received Uncle Sam's voucher, he promptly indorsed it and had it partly attested because the notary failed to affix his seal. Consequently when the document was returned to-day to Jerry South, Chief Clerk of the House, he discovered the omission and sent the paper back to Mr. Carnegie to be properly fixed up.

Mr. Carnegie will get his money within a day or two.

"CHANCE" JOSEPH CONRAD'S Greatest Novel of the Sea, Was Written Especially for the NEW YORK HERALD. The First Installment Will Appear TO-MORROW, Continuing Every Sunday Thereafter. DON'T MISS IT.



Mrs. Evelyn Donaldson.

Hollins McKim, who is now Mrs. Alfred G. Vanderbilt, Her marriage to Mr. Donaldson, who owned a prominent Philadelphia family, was a society event in the spring of 1906. Bishop Gaylor, of Tennessee, who had officiated at the marriage of her father and mother, was present, and scores of persons prominent in society attended the ceremony at St. Thomas Church. Mrs. Donaldson and her husband separated in November, 1908, when Mr. Donaldson went to the Princeton Club to live and Mrs. Donaldson engaged a suite of rooms at the Hotel St. Regis.

There was a report last year that Mrs. Donaldson would wed Robert Dula, son of a wealthy St. Louis tobacco manufacturer, but she denied the report. Mr. Dula is her junior, she said, by five or six years, and she explained that, although she considered him a good friend and often played tennis with him and permitted him to accompany her to the opera and theaters, she certainly had no idea of accepting him as a husband.

PORK BARREL BILLS FALLS 10 FEET UPON HORNS OF A BULL

Animal Madly Lunges About Stall with Impaled Farmer Before His Agonized Cries Bring Aid.

[SPECIAL DESPATCH TO THE HERALD.] LENOX, Mass., Friday.—Slipping off a hayrack in his barn, Albert Smith, a farmer, of Otis, fell ten feet and landed squarely on the head of a bull, one of whose horns tore through his right side, smashing four ribs and holding him fast. Maddened by fear and the weight of the man on its neck the bull plunged about the small stall, but hitting Smith's head on one side wall, and then, leaping the other way in an effort to shake off the mysterious burden, banging his legs against the opposite wall.

Smith struggled for many minutes in vain attempts to twist his body so he could grasp the animal's back with his hands and thus lift his side free of the horn, but each new plunge of the bull kept him burying himself with his arms. Then the farmer set up cries for aid, hoping his wife would hear in the kitchen of their home. A boy first heard his yells and ran into the barn, but when he saw the plight of his employer he turned and dashed toward the house, without attempting to free Smith. Mrs. Smith was aroused and went to her husband's rescue.

After she had carried her husband into the house she summoned by telephone Dr. John J. Hasset, of Lenox, but the physician's sleigh became stalled in snow drifts four miles from the Smith home, and he was compelled to walk and run over the difficult road the rest of the way. Smith had lost consciousness before his wife took him down from the bull's horns and was scarcely alive when the physician finally reached him. Dr. Hasset, however, set to work with restoratives, and it is believed the farmer will live.

Joseph Conrad, the world's most famous writer of sea stories, has written especially for the NEW YORK HERALD a new novel called "Chance," which will be of peculiar interest to women. First chapters next Sunday.

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BETTER SURFACE CAR SERVICE PROMISED SOON

Frank Hedley, General Manager, Declares He Seeks Best Results.

POLICE WILL KEEP THE TRACKS CLEAR

Commissioner Waldo Is Preparing Rules to Prevent Vehicles Blocking Electric Cars.

NEW MANAGEMENT IS BUSY

Too Many Breakdowns of Motors and Machinery, with Recent Weather, Blamed by Officials.

Immediate improvement of surface car operation to meet the public demand for continuous trips during the rush hours from the shopping districts to the residential section of the upper west side was promised yesterday by Frank Hedley, vice president and general manager of the New York Railways Company. Other improvements in the service of that company's lines also were assured by Mr. Hedley, who admitted that all the complaints had been justified.

Mr. Hedley pointed out that he and his fellow officers have had only nineteen days' connection with the company, which was sold to its bondholders recently after bankruptcy, and have not had adequate opportunity to thoroughly reorganize its operation. Furthermore, he said, the weather conditions in New York during the last two weeks have presented obstacles to regular operation of surface cars which have not been encountered previously in several years.

In response to complaints sent to the Board of Public Service, the company caused an official investigation of the surface car service through the Herald square district. Its observers reported, as published yesterday, that more than one-half of the cars were held between five and half-past six o'clock in the evening were sent over their short trip routes, ending at Fifth and Fifty-ninth streets, that those running to 104th, 125th and 146th streets were overcrowded, and that cars bound on longer routes often showed as many as six or seven short route cars between them. The Public Service Commission sent the company a report on the subject, with a request for an explanation.

Blame the Weather. No defense of the diversion to short routes of so large a percentage of the total service was offered by Mr. Hedley. He called attention to the records of the company which showed that the total miles covered by the cars had been reduced from an average of 105 to 81 miles last week by conditions he attributed directly to snow and other results of the winter weather.

Interference with surface car operation by vehicles, particularly heavy trucks, whose drivers seek to use car tracks when there is snow on the street, will be appreciably diminished, Mr. Hedley said, by the new traffic regulations. Theodore P. Shonts, president of the New York Railways Company, Mr. Hedley and Commissioner Waldo have been in conference on this subject, with results which Mr. Hedley said promised to be of great value to the operation of the surface cars as well as to the public which suffers from the continued and often disorganizing delays caused by the presence of vehicles on the car tracks in such conditions.

Many of the complaints upon which the Public Service Commission acted suggested that the surface car lines were being operated far below their limit of efficiency for the deliberate purpose of driving to the Company's snowway the great mass of the long route public traffic as possible. This conclusion was based upon the proposition of the complaints that all fares paid to those transportation companies represented a total profit because of the great excess of traffic on them above their natural capacity to earn operating expenses and a fair profit. With this counter proposition was advanced that the surface car lines under discussion do not afford a large profit, if any, and their greatest opportunity for operation advantageous to their financial interests would be a reduction in the number of cars of operating them to the level sought by reducing the number of cars to their natural capacity.

Mr. Hedley's Ideas. Vehement denial of such purpose was made by Mr. Hedley. He said that it was his purpose and that of the owners and the managers to advance its service to the highest point of efficiency as a public carrier, and that he would not permit any consideration affecting the financial or other relationship of the surface car system to the operation of the surface cars to be affected that one purpose of attaining highest efficiency for the New York Railways Company, as a transportation agent over its own lines.

"If I were ordered to do so, I would reduce the number of cars," Mr. Hedley said, "but I would not do so for any one on any basis but that of attaining the best results for the road that employs me, without regard to anything but the benefit of that road as a transportation agent and without regard to its financial interests."

"There are too many breakdowns in the rolling stock as we have received it. Machinery will break down, but it is doing so too frequently on this road. That is a fruitful source of delays and dissatisfaction, and it will be amended as promptly as possible."

"We have not made a single change in the schedules or other methods of operation from what they were when we took it, but we have been studying it from every angle every day in the last nineteen days. We want to be sure what is best to do before we begin."

"Give us two days of normal conditions and we will begin improvements, the first of which will be along the lines of amplifying the long route service to the upper west side during the evening rush hours."

Mr. Hedley's candid acceptance of the complaints made as having elements of reasonable demand for improvements went beyond the service through Herald square. He declared that there are other parts of the service he is now managing which must be improved.

Mr. W. W. Sherman's Condition Grave. Mr. William Watts Sherman was reported last night at his home, No. 838 Fifth avenue, to be in a very serious condition. Mr. Sherman has been ill for several weeks.

Mayor Seeks His Runaway Son as a Boy Scout Chauffeur Here

John Bruch, Scolded by Teacher, Runs Away from Hazleton, Pa., and Is Sought in New York.

Mayor Charles Bruch, of Hazleton, Pa., yesterday appealed to Mayor Gaynor to help him find his son, John, who disappeared Monday. D. T. McKelvey, a friend of Mayor Bruch, called at the Mayor's office. Mayor Bruch wished to spare no expense to find the boy and would gladly give a reward for information.

John Bruch left home after being severely reprimanded by his teacher in the public school. The boy, who is fifteen years old, is very sensitive and was deeply hurt by the teacher's scolding, and, leaving the school house, went straight home, packed his suitcase and walked nine miles to Freeland and bought a ticket for New York. He had \$100.

The boy is an expert driver of automobiles and his determination in coming to New York was to become a chauffeur. He could drive his father's car, knew every bit of mechanism of a machine and used to say that he wanted to be a chauffeur.

Young Bruch was a member of the troop of boy scouts of Hazleton, and Mayor Bruch has appealed to the Boy



JOHN BRUCH.

Scouts of America to help him in finding the boy. It is thought that young Bruch will go under the name of George or John Williams in this city.

GETS LAST CHANCE HIGH WIND BRINGS NEW SUBWAY

Interborough Receives "Final Word" as to Fundamental Terms City Will Accept.

Negotiations between the city and the Interborough company in the subway situation reached a crisis yesterday when officials presented their "final word" to representatives of the corporation and demanded definite answer as to whether the railroad men will accept the "fundamental terms" proposed.

This action was the outcome of a conference which lasted five hours at the Down Town Association, No. 60 Pine street. Those present for the city were William R. Willcox, Controller; Prendergast, George McAneny, C. C. Miller and George Cronwell, Borough Presidents of Manhattan, the Bronx and Richmond. The Interborough was represented by J. P. Morgan, Jr., and Henry P. Davidson for the corporation's bankers. Others in the conference were Keith Low, formerly Mayor; Samuel Rea and A. J. County for Pennsylvania Railroad.

"We submitted to the company our position on certain fundamental questions involved, as our final word," Mr. McAneny, chairman of the Conference, said after the meeting. "This statement was discussed and will be taken back to the directors of the Interborough company for their decision, and the answer will reach us next week. If the directors refuse to accept our terms the Interborough is out of the negotiations. But if the company accepts our statement we shall propose to take up the details looking to a new offer."

In the event that the directors do accept the Interborough may get all the extensions of its present system as directed in former proposals. If the directors reject the proposal, the officials said they will proceed without further discussion to deal exclusively with the Brooklyn Rapid Transit Company along the lines of its proposal of last summer.

Mr. Morgan, president of the Interborough, said that the officials of the committee said they considered it a little better than an "even chance" that the Interborough would be back with a new offer. Representatives of the corporation said the proposal, if accepted, would reach its goal in the construction of the new subway. The city has refused to deal exclusively with the Brooklyn Rapid Transit Company along the lines of its proposal of last summer.

Officials still maintained much secrecy as to the details of their discussion and would not reveal what was contained in their ultimatum. One of the most important of the "fundamental terms" was understood, related to the question of a guarantee. In all the negotiations the company has demanded a preferential payment equal to about nine per cent on its investment in the existing lines, and the proposed investment in the new subway. The city has refused to give such a guarantee. Another fundamental question on which there has always been a disagreement between the parties is the question of the company's investments in the new routes.

Mayor Gaynor does not favor the project to extend the Broadway subway with a cross-town line in Fifty-ninth street and across the Queensboro Bridge to the end of the line at City Hall. The Mayor has referred to the proposed route in Queens as a "cornfield subway" and has taken the position that subways are needed more in other sections than in the suburbs. The Board of Estimate will consider next week a resolution calling on the Mayor to approve or disapprove the Fifty-ninth street line.

President Speaks on Tariff Board

With Senator Bailey and Rabbi Wise Mr. Taft Discusses Public Questions at New Haven.

[SPECIAL DESPATCH TO THE HERALD.] NEW HAVEN, Conn., Friday.—Twenty-five hundred enthusiastic men, women and children crowded the Union Station this afternoon and greeted President Taft as he arrived to attend the banquet this evening of the Chamber of Commerce, at which he and Senator Joseph W. Bailey, of Texas, and the Rev. Stephen S. Wise, of New York, were the speakers.

The crowd that greeted the President was the largest to welcome him on any of his several trips to New Haven, and all along the route which the President's automobile took to the hotel the streets were lined with people. The President's train was delayed more than an hour at the Squeehanna River on account of the fog and reached New Haven shortly before five o'clock. With

But It Will Be Warmer and Clear Sunday, According to the Forecaster.

HERALD WEATHER FORECAST. In New York and neighboring regions to-day fair weather will prevail, with falling temperatures and fresh westerly winds.

Another cold wave arrived here last night with a promise of whistling north-west winds to-day. Warning was given yesterday when the mercury in the eastern section of the country began to tumble. The drop in Herald square was from fifty degrees above zero at noon to twenty-seven above at midnight.

Zero is not threatened in this latest drop of January weather, and higher temperatures are promised after the cold of last night runs a course twice around the clock. The mercury dropped in all the North Atlantic States last evening and showed a movement faster and farther downward in the lake region. Fort Jarvis, N. Y., with a maximum temperature of 42 degrees for yesterday, went to bed about ten o'clock last night with 22 degrees as the mark.

Sharp winds are hurrying the cold wave eastward, but both will pass to-morrow with a prospect of a pleasantly cold and clear Sunday afternoon. Tampa, Fla., had the highest temperature reported yesterday, 52 degrees above zero, and Duluth, Minn., with a maximum temperature of 20 degrees below, reported the coldest weather.

Storm warnings were hoisted by the Federal Weather Bureau stations yesterday from Hatteras to Eastport.

ICE A MENACE TO SHIPPING

[SPECIAL DESPATCH TO THE HERALD.] YONKERS, N. Y., Friday.—Although the heavy ice which has tied up navigation here for several days was broken, it is still a menace to shipping. At flood tide this morning ice floes packed against the pier of the Hudson Fuel Company, foot of Ashburton avenue, and demolished an engine house. The blocks of ice, from a foot to eighteen inches in thickness, piled up to a height of twelve feet. The barges of the Central Hudson Gas and Electric Company, which were made fast to the "Yonkers" pier, and damaged the sailing vessel badly.

WIN PRIZES FOR ORATIONS.

Eight Districts in the State Represented at Public Speaking Contest.

Eight districts in New York State were represented in the public speaking contest held in Columbia University last night. Dennis Shanahan, of the Christian Brothers' Academy, of Syracuse, won the first prize of \$50 with his oration "In American Patriotism Waning." Sydney B. Pfeiffer, of the Central High School, of Buffalo, took the second prize of \$35 with a speech on the "Mother of Lincoln" and Archibald Haver, of the Ossining High School, was third.

John B. Prince, the president of the Senate of New Jersey and the acting governor, presided. The judges were Justices Alden Chester and James W. Gurnea, of the Supreme Court and State Senator J. Mayhew Wainwright.

OPEN WAR ON BUTTER TRUST.

Conspiracy of Chicago and Elgin Dealers Is Charge in Government Suit.

[SPECIAL DESPATCH TO THE HERALD.] CHICAGO, Ill., Friday.—That a conspiracy exists between Chicago and Elgin butter dealers to establish an artificial price for butter is the charge which the government outlined to-day in a preliminary hearing of a suit to dissolve the Chicago Butter and Egg Board.

The government expects to show that the Elgin Board of Trade is dominated largely by Chicago butter dealers and that many Chicago dealers are members.

President Taft was Senators Bailey and Brandegee and Representative Tilden. President Taft probably met many political friends here, for the Republican State Central Committee had a meeting. After a short stay at the hotel President Taft was taken to the home of Colonel M. Ullman, the republican leader, where a light luncheon was served, the guests including Mr. Rollin S. Woodruff, one time Governor of Rhode Island, and Senator Bailey. Previous to the banquet this evening a reception was held in Memorial Hall, during which more than nine hundred shook hands with the President.

Taft spoke to the toast, "The Tariff and the Tariff Commission." Senator Bailey's speech was on the subject, "Some Political Eccentricities," and Rabbi Wise spoke on the "Religion of Patriots." Senator Bailey said he hoped Connecticut would join Texas in the movement to wipe out the perils of socialism. The cure for monopoly, Senator Bailey said, is regarded by some as socialism. He said that the definition of monopoly was that a few men are supposed to own everything, but socialism, he said, would mean that nobody would own anything.

SECOND HOE SALE BRINGS \$471,618

Part 2 of Library Disposed of, Making Total Receipts for Estate \$1,468,982.

TO BE TWO MORE SALES

Chicago Bidder Pays \$16,300 for a Rare Copy of Americus Vesputius.

Part II. of the sale of the Robert Hoe library was concluded last evening with a total of \$1,468,982 realized on the two sales. The one just ended brought \$471,618, for the estate. There are two yet to come. The next one, namely Part III, will be held in April. The date of the following one has not yet been decided upon.

Of the men who have been active bidders for a part of the collection, George D. Smith heads the list. It is estimated that he has purchased about \$675,000 worth of rare tones, of which about \$275,000 worth will go to swell the Henry E. Huntington library. There were twenty sessions in the latest sale, all presided over by Daniel R. Kennedy, an auctioneer.

The sales yesterday added \$40,650 to the total. A feature of the afternoon's session was the purchase of the works of Americus Vesputius by Walter M. Hill, of Chicago, five volumes in all, for which \$16,300 was paid. The underbidding in this case was by Dodd & Livingston.

According to Mr. Hill these volumes, which narrate the four voyages of Vesputius, are to be presented to one of the great universities in this country. Who is to be the donor and what university will receive them Mr. Hill said he was not permitted to say. He explained that he did not know until a day or two ago that he was to buy them, and then it had been without the privilege to disclose anything about the purchase.

"A peculiar combination of circumstances makes it impossible for me to say more at this time," Mr. Hill explained. It is merely conjecture that as Mr. Hill is from the West they will go to some university in that section of the country, probably the University of Chicago.

The first edition of the complete account of the four voyages of Vesputius, of which only four copies are known, three of which are in European public libraries, brought \$9,000. It is a small quarto in two volumes, and contains 1550 pages. Barnard Quaritch, who sold the book to Mr. Hill, bid \$2,350 for it.

Vesputius's narrative of his third voyage, printed from small Gothic type on four leaves in Rome, in the year 1498, brought \$2,500. It is the famous "Voyage" copy, which sold in this city in 1891 for \$800. Only five copies of this work, a small quarto bound in levant, are known to book-lovers.

Another edition of the narrative of the third voyage, probably printed in Germany, and of which only eight copies are known, brought \$2,300. The Hoe copy went at the Hoe sale in this city in 1891 for \$420. Another small quarto, containing in addition to the narratives of Vesputius four voyages, the stories of the voyages by Columbus, Vasco da Gama and other early navigators, brought \$3,000.

A list of books or lots which sold for \$500 or more, giving first their authors, then the titles, the place and date of publication, the new owners and the price paid, is as follows: Vesputius, Americus, "Four Voyages of Americus Vesputius," Lisbon, 1498, \$5,000; Walter M. Hill, \$2,350; Vesputius, Americus, "Third Voyage," Rome, 1504, Walter M. Hill, \$2,500; Vesputius, Americus, "Voyage of Vesputius," probably Germany, \$2,300; Vesputius, Americus, "Voyage of Vesputius," \$2,300; Vesputius, Columbus and Other Navigators," France, Walter M. Hill, \$3,000; "Voyage of Vesputius," one of the round table romances, Paris, 1595, Bernard Quaritch, \$2,350; Van Der Donck, Adriaen, "New Amsterdam," Amsterdam, 1655; Dodd & Livingston, \$16,300; Van Der Donck, Adriaen, "New Amsterdam," second edition, Amsterdam, 1658; George D. Smith, \$750; Walton, Isaac, "Angler," first edition; George D. Smith, \$2,900; The Works of Isaac Walton, Angler, comprising thirty-eight in all, sold at the evening session, brought \$5,065.